



## ***Environmental Planning Commission***

***Agenda Number: 7  
Project Number: 1004870  
Case Numbers: 09EPC-40051/40052  
November 19, 2009***

### ***Staff Report***

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|---------------------------------|---|
| <b><i>Agent</i></b>             | DAC, Enterprises, Inc.  |
| <b><i>Applicant</i></b>         | Tafazzul Hussain  |
| <b><i>Request(s)</i></b>        | <b>Zone Map Amendment</b><br><b>Site Development Plan for Building Permit</b> |
| <b><i>Legal Description</i></b> | Tract B, Hugh B. Woodward Addn  |
| <b><i>Location</i></b>          | Gibson Blvd SE between Mulberry St SE and University Blvd SE                  |
| <b><i>Size</i></b>              | Approximately 1.65 acres  |
| <b><i>Existing Zoning</i></b>   | C-1   |
| <b><i>Proposed Zoning</i></b>   | SU-1 for C/1 Uses & Hotel/Motel   |

### ***Staff Recommendation***

***DEFERRAL of 30 days of 09EPC 40052.***

***DEFERRAL of 30 days of 09EPC 40051.***

***Staff Planner***

***Randall Falkner, Planner***

### ***Summary of Analysis***

This proposal is a two-part request for a zone map amendment and site development plan for building permit for Tract B, Hugh B. Woodward Addn. The applicant proposes to change the zoning from C-1 to SU-1 for C-1 Uses & Hotel/Motel. The request is for a vacant property of approximately 1.6 acres on Gibson Boulevard SE between Mulberry Street SE and University Boulevard SE. The applicant intends to build a 38,464 s.f. two-story 67 unit motel.

The applicant is requesting a 30 day deferral.

Location Map (3" x 3")

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**AREA CHARACTERISTICS AND ZONING HISTORY**

***Surrounding zoning, plan designations, and land uses:***

|                     | <b><i>Zoning</i></b> | <b><i>Comprehensive Plan Area;<br/>Applicable Rank II &amp; III Plans</i></b> | <b><i>Land Use</i></b> |
|---------------------|----------------------|---|------------------------|
| <b><i>Site</i></b>  | C-1                  | Established Urban   | Vacant                 |
| <b><i>North</i></b> | SU-1 for C-2, C-2    | Established Urban   | Vacant, Office         |
| <b><i>South</i></b> | R-1                  | Established Urban   | Single Family          |
| <b><i>East</i></b>  | R-1                  | Established Urban   | Single Family          |
| <b><i>West</i></b>  | C-1                  | Established Urban   | Commercial             |

***Background***

This proposal is a two-part request for a zone map amendment and site development plan for building permit for Tract B, Hugh B. Woodward Addn. The applicant proposes to change the zoning from C-1 to SU-1 for C-1 Uses & Hotel/Motel. The request is for a vacant property of approximately 1.6 acres on Gibson Boulevard SE between Mulberry Street SE and University Boulevard SE. The applicant intends to build a 38,464 s.f. two-story 67 unit motel.

***History***

Tract B of the Hugh B. Woodward Addition is a long, vacant, triangular lot that narrows continuously from west to east. The two lots to the west of this parcel have both been developed, largely as a result of the lots being standard shaped lots. As a result of the odd shape of the subject site, Tract B has remained vacant despite significant development along Gibson Boulevard. In 1999 a conditional use (ZA-99-143) was approved on the site for a drive-up service window for an Arby's restaurant. While the conditional use was approved, the site was never developed.

***Context***

To the north of the site are both vacant and office land uses, to the south and east, single family housing, and to the west, commercial land use.

***Long Range Roadway System***

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways.

The Long Range Roadway System designates University Boulevard SE as a Minor Arterial, with a right-of-way of 86'.

The Long Range Roadway System designates Gibson Boulevard SE as a Limited-Access Principal Arterial, with a right-of-way of 110'.

Mulberry Street SE is a local street.

There is an existing bicycle lane along Gibson Boulevard SE.

Bus route 96 (Crosstown Commuter) runs along Gibson Boulevard SE. The nearest bus stop is directly across the street on the north side of Gibson Boulevard. Other bus routes that are close to the subject site (bus stops at Gibson and University) are route 317 (Downtown KAFB Limited) and route 16/18 (Broadway/University/Gibson).

Gibson Boulevard is a designated Enhanced Transit Corridor.

***Public Facilities/Community Services***

Public facilities/community services include the following: Kirtland Park, Loma Linda Park, Dennis Chavez Park, San Jose Park, Sunport Pool, Loma Linda Community Center, Thomas Bell Community Center, Dennis Chavez Recreation Center, San Jose Cemetery, University of New Mexico, Lowell Elementary School, East San Jose Elementary School, and Schwartzman Landfill.

***ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES***

***Albuquerque Comprehensive Zoning Code***

The existing zoning is C-1. This zone provides suitable sites for office, service, institutional, and limited commercial uses to satisfy the day-to-day needs of residential areas. The proposed zoning is SU-1 for C-1 Uses and Hotel/Motel. The SU-1 designation refers to the Special Use zone. The SU-1 zone (see Zoning Code Sec. 14-16-2-22) provides suitable uses for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design. Development on an SU-1 zone may “only occur in conformance with an approved site development plan” that is subject to Environmental Planning Commission (EPC) review. The applicant has provided an accompanying site development plan for building permit that proposes commercial use.

***Albuquerque / Bernalillo County Comprehensive Plan***

Policy Citations are in Regular Text; ***Staff Analysis is in Bold Italics***

The subject site is located in the area designated Established Urban by the Comprehensive Plan with a Goal to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment. Applicable policies include:

Policy II.B.5a: The Established and Developing Urban areas as shown by the plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

***The request will allow a full range of urban land uses. The request does not increase residential density and would provide infill development in the form of a motel. The request***

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would add commercial land use to land uses that surround it, such as single family, commercial, and office. The request furthers Policy II.B.5a.

Policy II.B.5d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

*The second story guestroom windows on the south side of the building have been angled to face east, and views have been blocked by screen walls that provide privacy to the backyards of residential homes to the south. The screen walls (7'4" from top to bottom) block views from the motel window, and also extend 3'6" from the bottom of the window to prevent motel patrons from looking underneath the screen wall at the neighbors' backyard. A design that eliminates the opportunity of motel patrons to look out on the neighbors and their homes has been provided. The design still allows light to come in through a window, but views of the homes to the south are blocked. Traffic created by the motel would be limited to Gibson Boulevard and to the proposed subject site. Special buffer landscaping/screening requirements have been met to help minimize noise and sight impacts of the proposed motel. The request furthers Policy II.B.5d.*

Policy II.B.5e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

*The property is immediately adjacent to existing urban facilities and services. The subject site is currently a vacant lot. The building has been designed to block motel patrons' view of the homes to the south by installing screen walls around each second story window on the south side of the building. The applicant has designed the building to mitigate impacts such as lighting, noise, and traffic from the neighborhood to the south. The request provides infill development in a location that has been vacant for many years. The request furthers Policy II.B.5e.*

Policy II.B.5i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

*The building has been designed to mitigate the impact of the use on the adjacent property. The motel windows on the south side of the property have been angled and blocked by a screen wall to provide privacy to the backyards of the adjacent residential homes. Noise and sight impacts have been minimized by a 6' high opaque wall, a 10' landscape buffer, and trees along the property line with the neighborhood to the south. The parking lot lighting has been placed so it does not directly shine into any of the residential neighborhoods to the south, and so it is in accordance with all City lighting regulations. The dumpster has been moved away*

*from the patio area that is directly behind the residential neighborhood, to the north side of the parking lot next to Gibson Boulevard. The applicant has completed a landfill gas assessment that found no gas on the subject site. No traffic from the subject site will intrude on the neighborhood, as all access is from Gibson Boulevard and no vehicles can directly access the neighborhood to the south from the site. The request furthers Policy II.B.5i.*

Policy II.B.5k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

*Traffic for this site will enter and exit along Gibson Boulevard. There is no direct access from the site to the neighborhood to the south. A 6' opaque wall will block headlights from shining into the neighbors' backyards, and landscaping and a 10' landscape buffer will help to minimize the noise and sight impacts of the vehicles that park at the motel. The request furthers Policy II.B.5k.*

Policy II.B.5l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

*The building has been designed in an "L" shape to comport with the unusual configuration of the lot, and to provide privacy for the abutting residential zone. The building has been designed to mitigate impacts on the residential neighborhood to the south. Motel guestroom windows on the south side of the building have been angled and blocked to provide privacy to the neighbors' backyards. The request furthers Policy II.B.5l.*

Policy II.B.5o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

*The current site is a vacant lot which could attract weeds, litter, loitering and the potential for nefarious activity. Redevelopment of a lot that has been vacant for decades could help to redevelop and rehabilitate older neighborhoods in this section of the City, while providing infill development. The request furthers Policy II.B.5o.*

Policy II.B.5p: Cost-effective redevelopment techniques shall be developed and utilized.

*Technique 2 of this policy states to "emphasize private investment as a primary means to achieve redevelopment investment objectives." This project is a privately funded redevelopment investment. The request furthers Policy II.B.5p.*

*Economic Development-*

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy II.D.6a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

*The motel would offer a wide range of occupational skills and salary levels to this part of the City. The request furthers Policy II.D.6a.*

Policy II.D.6b: Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

*The motel would be owned and operated by a local architect. The request would help to develop a local business enterprise. It is unknown if the recruitment of outside firms would be emphasized. The request furthers Policy II.D.6b.*

Policy II.D.6c: Opportunities for improvement in occupational skills and advancement shall be encouraged.

*The request would provide opportunities for improvement in occupational skills and advancement with the proposed business. The request furthers Policy II.D.6c.*

Policy II.D.6f: The City and County should remove obstacles to sound growth management and economic development throughout the community.

*It is unknown if the City and County have removed obstacles to sound growth management and economic development. It is incumbent upon the applicant to make a sound justification for this policy, which has not been done. Therefore this policy does not apply.*

#### *Air Quality-*

The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy II.C.1i: Air quality considerations shall be integrated into zoning and land use decisions to prevent new air quality/land use conflicts.

*A landfill gas assessment was completed by the applicant as requested by the Environmental Health Department. The assessment found no landfill gases and development of the site will proceed according to Albuquerque Environmental Health Department (AEHD) Interim Guidelines. The request furthers Policy II.C.1i.*

*Transportation and Transit-*

The Goal is to develop corridors, both streets and adjacent land uses that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

***There is a bicycle lane that runs in front of the proposed motel. There is no current bus stop on the site. Bus route 96 (Crosstown Commuter) runs along Gibson Boulevard SE. The nearest bus stop is directly across the street on the north side of Gibson Boulevard. Other bus routes that are close to the subject site (bus stops at Gibson and University) are route 317 (Downtown KAFB Limited) and route 16/18 (Broadway/University/Gibson). While there is the possibility of a balanced circulation system that encourages bicycling, walking, and use of transit as alternatives to automobile travel, the reality is that hotels/motels are almost never accessed by either bicycles or pedestrians. The request would provide some limited opportunities for those that wanted to use transportation alternatives to the automobile. The request partially furthers the Transportation and Transit Goal.***

**Resolution 270-1980 (Policies for Zone Map Change Applications)**

This Resolution outlines policies and requirements for deciding zone map change applications pursuant to the Comprehensive City Zoning Code. There are several tests that must be met and the applicant must provide sound justification for the change. The burden is on the applicant to show why a change should be made, not on the City to show why the change should not be made.

The applicant must demonstrate that the existing zoning is inappropriate because of one of three findings: there was an error when the existing zone map pattern was created; or changed neighborhood or community conditions justify the change; or a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan.

- A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the City.

***The building has been designed to mitigate impacts on the residential neighborhood to the south. A landfill gas assessment was completed by the applicant as requested by the Environmental Health Department. The assessment found no landfill gases. The request is consistent with the health, safety, morals, and general welfare of the City.***

- B. Stability of land use and zoning is desirable; therefore, the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not the City to show why the change should not be made.

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*The request for an SU-1 zone allows input from the neighborhood, and gives site plan control to the EPC to impose appropriate design regulations. C-1 zoning would still be allowed, along with the request for a hotel/motel. C-1, C-2, and SU-1 for C-2 zoning is located to the north and east of the site. R-1 is located south and a small portion east of the site. A little further east is C-1 zoning at the corner of Gibson Boulevard and University Boulevard. The applicant has cited policies in the Comprehensive Plan which support the request.*

- C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other City master plans and amendments thereto including privately developed area plans which have been adopted by the City.

*The applicant has cited multiple policies that support the proposal. The request is in not in significant conflict with adopted elements of the Comprehensive Plan.*

- D. The applicant must demonstrate that the existing zoning is inappropriate because:

- (1) there was an error when the existing zoning map pattern was created, or
- (2) changed neighborhood or community conditions justify the change, or
- (3) a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan, even though (1) or (2) above do not apply.

- (3) *The applicant has demonstrated that a different use category would be more advantageous to the community based upon policies in the Comprehensive Plan. The request is not in conflict with policies in the Comprehensive Plan.*

- E. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood or the community.

*The additional permissive use being added to the zone category is hotel/motel on a SU-1 site. The applicant has demonstrated that the additional use of a hotel/motel on a SU-1 site would be beneficial to the adjacent property, neighborhood, or the community.*

- F. A proposed zone change which, to be utilized through land development, requires major and un-programmed capital expenditures by the City may be:

- (1) denied due to lack of capital funds, or
- (2) granted with the implicit understanding that the City is not bound to provide the capital improvements on any special schedule.

*The property is already served by City infrastructure and does not require major and un-programmed capital expenditures by the City.*

- G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

*The cost of land or other economic considerations are not the determining factor for the requested zone change.*



H. Location on a major street is not in itself sufficient justification of apartment, office or commercial zoning.

***Street location has been noted, but the request does not ask that it be considered as the main justification in itself for the zone change.***

- I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a "spot zone." Such a change of zone may be approved only when:
- (1) The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan, or
  - (2) the area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises make the site unsuitable for the uses allowed in any adjacent zone.

***The request would create a spot zone since the proposed zoning (SU-1/C-1 Uses & Hotel/Motel) is different than any of the surrounding zoning. The applicant has demonstrated that the proposed zone change would facilitate realization of the Comprehensive Plan.***

- J. A zone change request which would give a zone different from surrounding zoning to a strip of land along a street is generally called "strip zoning." Strip commercial zoning will be approved only where;
- (1) the change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan,
  - (2) the area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

***The request does not constitute a strip zone.***

## ***ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT***

### ***Site Plan Layout / Configuration***

The subject site is approximately 1.65 acres in size and is identified as Tract B, Hugh B. Woodward Addn. The Tract is a long, vacant, triangular lot that narrows continuously from west

to east. The proposed development is a 38,464 s.f. two-story L-shaped motel with 67 rooms. The first floor is 19,480 s.f., while the second floor is 18,984 s.f.

The building is primarily oriented to face north towards Gibson Boulevard. The proposed building will have the majority of the parking on the east side of the building. The trash enclosure is located in the northern portion of the parking lot, close to Gibson Boulevard. The building is 31' 6" high at its highest point. The majority of the building ranges from 24' to 28' high. The proposed building height and setbacks comply with the City Zoning regulations.

### ***Walls/Fences***

A 6' high opaque wall is located along the entire southern portion of the property to help visually screen the parking lot and building from the adjacent neighborhood to the south. A retaining wall varying from 3' to 6' is located along the west side of the property. Screen walls (7'4" in height) have been placed around the second story windows on the south side of the building to block motel patrons' view of the neighborhood to the south. Additional screen walls that block motel patrons' views to the south shall be placed along half of the west side of the building, and along the entire east side of the building.

### ***Vehicular Access, Circulation and Parking***

Vehicular access is provided through three separate driveways along Gibson Boulevard. Gibson Boulevard is a limited access principal arterial. The number and location of site drives will need to meet DPM requirements. The site development plan for building permit requires 61 spaces (one space for each rental unit-67, minus 6 for the 10% transit discount), while 60 are provided. The number of spaces required shown on the site development plan for building permit is shown as 60, but shall be 61. The parking requirements for disabled, motorcycles, and bicycles are all met.

### ***Pedestrian and Bicycle Access and Circulation, Transit Access***

There is an existing 5' wide public sidewalk that runs the length of the property along Gibson Boulevard. Additional 6' wide sidewalks are proposed on all sides of the building.

There is an existing bicycle lane along the south side of Gibson Boulevard. Gibson Boulevard is an Enhanced Transit Corridor. Bus route 96 (Crosstown Commuter) runs along Gibson Boulevard SE. The nearest bus stop is directly across the street on the north side of Gibson Boulevard. Other bus routes that are close to the subject site (with bus stops at Gibson and University) are route 317 (Downtown KAFB Limited) and route 16/18 (Broadway/University/Gibson).

### ***Lighting and Security***

There are 16' tall fully shielded light fixtures throughout the site. The light fixtures are placed in locations so they will provide illumination for the parking lot, but will not intrude on the residential neighborhood to the south. The 6' high wall, 10' landscape buffer and trees along the

entire south side of the property help to ensure that no light will directly shine onto the residential neighborhood. The lighting is in accordance with all City zoning regulations.

### ***Landscaping***

Special buffer landscaping/screening requirements, per Section 14-16-3-10 (E)(4) are required at this location to minimize the noise and sight impact of non-residential activities on the residential area directly to the south. These requirements include the following: a standard landscape buffer at least 10' wide, a landscape buffer consisting primarily of trees (capable of reaching a height at maturity of at least 25 feet and spacing of trees shall be equal to 75% of the mature canopy diameter of the trees), and a minimum 6' high opaque wall or fence to visually screen the parking or circulation area from the adjacent residential zone. The applicant is meeting this obligation by providing a 6' wall, a 10' landscape buffer and trees that meet the zoning code requirement. The landscape buffer on the east side of the building appears to be too small (approximately 3'). The landscape buffer on the east side of the building shall be at least 6'. The Desert Willow and New Mexico Olive shall be a minimum of 10'-12' feet in height at the time of planting, per Section 14-16-3-10 (F)(1). The trash enclosure is shielded from Gibson Boulevard by deciduous landscaping. Evergreen landscaping and/or a wall or berm or a combination thereof is needed to provide proper screening from the headlights that will shine onto Gibson Boulevard, per Section 14-16-3-1(F)(4).

### ***Public Outdoor Space***

A public outdoor space (795 s.f. patio) is located next to the southeast side of the building. This patio does have shading from a Common Hackberry tree. The patio shall have seating that complies with Section 14-16-3-18 (C)(3) of the Zoning Code.

### ***Grading, Drainage, Utility Plans***

The existing site slopes from east to west with an average slope of about 4 percent that matches the slope of Gibson Boulevard to the north. The applicant is proposing to notch the east end of the site into the existing grade (by utilizing an earthen slope to create the lowered notch) while elevating the west end of the site above existing retaining walls. New water and sewer lines will be added to the existing lines.

### ***Architecture***

The proposed development is a southwest style L shaped two-story building. The exterior of the building consists of dark and light brown stucco. The windows consist of aluminum window black anodized color with clear double glazing.

### ***Signage***

The building has one free-standing sign, which is located at the far northwestern portion of the property next to Gibson Boulevard and the 5' public sidewalk. There are also three building mounted signs. The building mounted signs are on the north, east, and western sides of the

building. The C-1 zoning regulations allow one free-standing sign for each street frontage of each premise, provided the street frontage is at least 100 feet wide. The building mounted signs are in compliance with all C-1 Zone requirements.

**CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION**

City Departments and other interested agencies reviewed this application from 9/8/2009 to 9/18/2009. Agency comments begin on page 22.

**NEIGHBORHOOD/PUBLIC CONCERNS**

A facilitated meeting was held on August 17, 2009 at the Thomas Bell Community Center. The Kirtland Community Association and the Clayton Heights/Lomas del Cielo Neighborhood Association attended the facilitated meeting. Concerns included the following: privacy for those living south of the proposed motel, access to backyards, the abundance of motels/hotels already in the community, the landscaped area on the east that could attract homeless, crime, and the failure of recent motels/hotels in the area. A second facilitated meeting was scheduled, but was cancelled by the applicant due to questions concerning the landfill gas assessment. A letter opposing the request has been received from the Kirtland Community Association.

**CONCLUSIONS**

This proposal is a two-part request for a zone map amendment and site development plan for building permit for Tract B, Hugh B. Woodward Addn. The applicant proposes to change the zoning from C-1 to SU-1 for C-1 Uses & Hotel/Motel. The request is for a vacant property of approximately 1.6 acres on Gibson Boulevard SE between Mulberry Street SE and University Boulevard SE. The applicant intends to build a 38,464 s.f. two-story 67 unit motel.

The applicant has adequately justified the request for a zone map amendment and the site development plan for building permit, based on applicable policies found in the Comprehensive Plan. Staff is recommending a 30 day deferral.

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***FINDINGS – 09EPC 40052, 11/19/2009, Zone Map Amendment***

1. This is a request for a zone map amendment from C-1 to SU-1 for C-1 Uses & Hotel/Motel. The proposal is for all or a portion of Tract B, Hugh B. Woodward Addn.
2. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
3. This request for a zone map amendment (09EPC 40052) is accompanied by a site development plan for building permit (09EPC 40051).
4. The subject site is within the area designated Established Urban by the Comprehensive Plan.
5. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
  - a. Policy II.B.5a – The request will allow a full range of urban land uses. The request does not increase residential density and would provide infill development in the form of a motel. The request would add commercial land use to land uses that surround it, such as single family, commercial, and office.
  - b. Policy II.B.5d – The second story guestroom windows on the south side of the building have been angled to face east, and views have been blocked by screen walls that provide privacy to the backyards of residential homes to the south. The screen walls (7'4" from top to bottom) block views from the motel window, and also extend 3'6" from the bottom of the window to prevent motel patrons from looking underneath the screen wall at the neighbors' backyard. A design that eliminates the opportunity of motel patrons to look out on the neighbors and their homes has been provided. The design still allows light to come in through a window, but views of the homes to the south are blocked. Traffic created by the motel would be limited to Gibson Boulevard and to the proposed subject site. Special buffer landscaping/screening requirements have been met to help minimize noise and sight impacts of the proposed motel.
  - c. Policy II.B.5e – The property is immediately adjacent to existing urban facilities and services. The subject site is currently a vacant lot. The building has been designed to block motel patrons' view of the homes to the south by installing screen walls around each second story window on the south side of the building. The applicant has designed the building to mitigate impacts such as lighting, noise, and traffic from the neighborhood to the south. The request provides infill development in a location that has been vacant for many years.

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- d. Policy II.B.5i – The building has been designed to mitigate the impact of the use on the adjacent property. The motel windows on the south side of the property have been angled and blocked by a screen wall to provide privacy to the backyards of the adjacent residential homes. Noise and sight impacts have been minimized by a 6’ high opaque wall, a 10’ landscape buffer, and trees along the property line with the neighborhood to the south. The parking lot lighting has been placed so it does not directly shine into any of the residential neighborhoods to the south, and so it is in accordance with all City lighting regulations. The dumpster has been moved away from the patio area that is directly behind the residential neighborhood, to the north side of the parking lot next to Gibson Boulevard. The applicant has completed a landfill gas assessment that found no gas on the subject site. No traffic from the subject site will intrude on the neighborhood, as all access is from Gibson Boulevard and no vehicles can directly access the neighborhood to the south from the site.
  - e. Policy II.B.5k – Traffic for this site will enter and exit along Gibson Boulevard. There is no direct access from the site to the neighborhood to the south. A 6’ opaque wall will block headlights from shining into the neighbors’ backyards, and landscaping and a 10’ landscape buffer will help to minimize the noise and sight impacts of the vehicles that park at the motel.
  - f. Policy II.B.5l – The building has been designed in an “L” shape to comport with the unusual configuration of the lot, and to provide privacy for the abutting residential zone. The building has been designed to mitigate impacts on the residential neighborhood to the south. Motel guestroom windows on the south side of the building have been angled and blocked to provide privacy to the neighbors’ backyards.
  - g. Policy II.B.5o – The current site is a vacant lot which could attract weeds, litter, loitering and the potential for nefarious activity. Redevelopment of a lot that has been vacant for decades could help to redevelop and rehabilitate older neighborhoods in this section of the City, while providing infill development.
  - h. Policy II.B.5p – Technique 2 of this policy states to “emphasize private investment as a primary means to achieve redevelopment investment objectives.” This project is a privately funded redevelopment investment.
6. The request furthers the following Economic Development policies of the Comprehensive Plan:
- a. Policy II.D.6a – The motel would offer a wide range of occupational skills and salary levels to this part of the City.
  - b. Policy II.D.6b – The motel would be owned and operated by a local architect. The request would help to develop a local business enterprise.
  - c. Policy II.D.6c – The request would provide opportunities for improvement in occupational skills and advancement with the proposed business.

7. The request furthers Air Quality Policy II.C.1i of the Comprehensive Plan. A landfill gas assessment was completed by the applicant as requested by the Environmental Health Department. The assessment found no landfill gases and development of the site will proceed according to Albuquerque Environmental Health Department (AEHD) Interim Guidelines.
8. The request partially furthers the Transportation and Transit Goal of the Comprehensive Plan. There is a bicycle lane that runs in front of the proposed motel. There is no current bus stop on the site. Bus route 96 (Crosstown Commuter) runs along Gibson Boulevard SE. The nearest bus stop is directly across the street on the north side of Gibson Boulevard. Other bus routes that are close to the subject site (bus stops at Gibson and University) are route 317 (Downtown KAFB Limited) and route 16/18 (Broadway/University/Gibson). While there is the possibility of a balanced circulation system that encourages bicycling, walking, and use of transit as alternatives to automobile travel, the reality is that hotels/motels are almost never accessed by either bicycles or pedestrians. The request would provide some limited opportunities for those that wanted to use transportation alternatives to the automobile.
9. The applicant has adequately justified the zone change request pursuant to Resolution 270-1980:
  - a. The building has been designed to mitigate impacts on the residential neighborhood to the south. A landfill gas assessment was completed by the applicant as requested by the Environmental Health Department. The assessment found no landfill gases. The request is consistent with the health, safety, morals, and general welfare of the City.
  - b. The request for an SU-1 zone allows input from the neighborhood, and gives site plan control to the EPC to impose appropriate design regulations. C-1 zoning would still be allowed, along with the request for a hotel/motel. C-1, C-2, and SU-1 for C-2 zoning is located to the north and east of the site. R-1 is located south and a small portion east of the site. A little further east is C-1 zoning at the corner of Gibson Boulevard and University Boulevard. The applicant has cited policies in the Comprehensive Plan which support the request.
  - c. The applicant has cited multiple policies that support the proposal. The request is in not in significant conflict with adopted elements of the Comprehensive Plan.
  - d. (3) The applicant has demonstrated that a different use category would be more advantageous to the community based upon policies in the Comprehensive Plan. The request is not in conflict with policies in the Comprehensive Plan.
  - e. The additional permissive use being added to the zone category is hotel/motel on a SU-1 site. The applicant has demonstrated that the additional use of a hotel/motel on a SU-1 site would be beneficial to the adjacent property, neighborhood, or the community.
  - f. The property is already served by City infrastructure and does not require major and un-programmed capital expenditures by the City.

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- g. The cost of land or other economic considerations are not the determining factor for the requested zone change.
  - h. Street location has been noted, but the request does not ask that it be considered as the main justification in itself for the zone change.
  - i. The request would create a spot zone since the proposed zoning (SU-1/C-1 Uses & Hotel/Motel) is different than any of the surrounding zoning. The applicant has demonstrated that the proposed zone change would facilitate realization of the Comprehensive Plan.
  - j. The request does not constitute a strip zone.
10. A facilitated meeting was held on August 17, 2009 at the Thomas Bell Community Center. The Kirtland Community Association and the Clayton Heights/Lomas del Cielo Neighborhood Association attended the facilitated meeting. Concerns included the following: privacy for those living south of the proposed motel, access to backyards, abundance of motels/hotels already in the community, landscaped area on east that could attract homeless, crime, and failure of recent motels/hotels in the area.
11. A letter opposing the request has been received from the Kirtland Community Association.

***RECOMMENDATION - 09EPC 40052, 11/19/2009, Zone Map Amendment***

**APPROVAL of 09EPC 40052, a zone map amendment, for Tract B, Hugh B. Woodward Addn, based on the preceding Findings.**

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***FINDINGS – 09EPC 40051, 11/19/2009, Site Development Plan for Building Permit***

- 1. This is a request for a zone map amendment from C-1 to SU-1 for C-1 Uses & Hotel/Motel. The proposal is for all or a portion of Tract B, Hugh B. Woodward Addn.
- 2. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
- 3. This request for a site development plan for building permit (09EPC 40051) is accompanied by a zone map amendment (09EPC 40052).



4. The subject site is within the area designated Established Urban by the Comprehensive Plan.
5. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
  - a. Policy II.B.5a – The request will allow a full range of urban land uses. The request does not increase residential density and would provide infill development in the form of a motel. The request would add commercial land use to land uses that surround it, such as single family, commercial, and office.
  - b. Policy II.B.5d – Policy II.B.5d – The second story guestroom windows on the south side of the building have been angled to face east, and views have been blocked by screen walls that provide privacy to the backyards of residential homes to the south. The screen walls (7’4” from top to bottom) block views from the motel window, and also extend 3’6” from the bottom of the window to prevent motel patrons from looking underneath the screen wall at the neighbors’ backyard. A design that eliminates the opportunity of motel patrons to look out on the neighbors and their homes has been provided. The design still allows light to come in through a window, but views of the homes to the south are blocked. Traffic created by the motel would be limited to Gibson Boulevard and to the proposed subject site. Special buffer landscaping/screening requirements have been met to help minimize noise and sight impacts of the proposed motel.
  - c. Policy II.B.5e – The property is immediately adjacent to existing urban facilities and services. The subject site is currently a vacant lot. The building has been designed to block motel patrons’ view of the homes to the south by installing screen walls around each second story window on the south side of the building. The applicant has designed the building to mitigate impacts such as lighting, noise, and traffic from the neighborhood to the south. The request provides infill development in a location that has been vacant for many years.
  - d. Policy II.B.5i – The building has been designed to mitigate the impact of the use on the adjacent property. The motel windows on the south side of the property have been angled and blocked by a screen wall to provide privacy to the backyards of the adjacent residential homes. Noise and sight impacts have been minimized by a 6’ high opaque wall, a 10’ landscape buffer, and trees along the property line with the neighborhood to the south. The parking lot lighting has been placed so it does not directly shine into any of the residential neighborhoods to the south, and so it is in accordance with all City lighting regulations. The dumpster has been moved away from the patio area that is directly behind the residential neighborhood, to the north side of the parking lot next to Gibson Boulevard. The applicant has completed a landfill gas assessment that found no gas on the subject site. No traffic from the subject site will intrude on the neighborhood, as all access is from Gibson Boulevard and no vehicles can directly access the neighborhood to the south from the site.

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- e. Policy II.B.5k – Traffic for this site will enter and exit along Gibson Boulevard. There is no direct access from the site to the neighborhood to the south. A 6' opaque wall will block headlights from shining into the neighbors' backyards, and landscaping and a 10' landscape buffer will help to minimize the noise and sight impacts of the vehicles that park at the motel.
  - f. Policy II.B.5l – The building has been designed in an "L" shape to comport with the unusual configuration of the lot, and to provide privacy for the abutting residential zone. The building has been designed to mitigate impacts on the residential neighborhood to the south. Motel guestroom windows on the south side of the building have been angled and blocked to provide privacy to the neighbors' backyards.
  - g. Policy II.B.5o – The current site is a vacant lot which could attract weeds, litter, loitering and the potential for nefarious activity. Redevelopment of a lot that has been vacant for decades could help to redevelop and rehabilitate older neighborhoods in this section of the City, while providing infill development.
  - h. Policy II.B.5p – Technique 2 of this policy states to "emphasize private investment as a primary means to achieve redevelopment investment objectives." This project is a privately funded redevelopment investment.
6. The request furthers the following Economic Development policies of the Comprehensive Plan:
- a. Policy II.D.6a – The motel would offer a wide range of occupational skills and salary levels to this part of the City.
  - b. Policy II.D.6b – The motel would be owned and operated by a local architect. The request would help to develop a local business enterprise.
  - c. Policy II.D.6c – The request would provide opportunities for improvement in occupational skills and advancement with the proposed business.
7. The request furthers Air Quality Policy II.C.1i of the Comprehensive Plan. A landfill gas assessment was completed by the applicant as requested by the Environmental Health Department. The assessment found no landfill gases and development of the site will proceed according to Albuquerque Environmental Health Department (AEHD) Interim Guidelines.
8. The request partially furthers the Transportation and Transit Goal of the Comprehensive Plan. There is a bicycle lane that runs in front of the proposed motel. There is no current bus stop on the site. Bus route 96 (Crosstown Commuter) runs along Gibson Boulevard SE. The nearest bus stop is directly across the street on the north side of Gibson Boulevard. Other bus routes that are close to the subject site (bus stops at Gibson and University) are route 317 (Downtown KAFB Limited) and route 16/18 (Broadway/University/Gibson). While there is the possibility of a balanced circulation system that encourages bicycling, walking, and use of transit as alternatives

to automobile travel, the reality is that hotels/motels are almost never accessed by either bicycles or pedestrians. The request would provide some limited opportunities for those that wanted to use transportation alternatives to the automobile.

9. A facilitated meeting was held on August 17, 2009 at the Thomas Bell Community Center. The Kirtland Community Association and the Clayton Heights/Lomas del Cielo Neighborhood Association attended the facilitated meeting. Concerns included the following: privacy for those living south of the proposed motel, access to backyards, abundance of motels/hotels already in the community, landscaped area on east that could attract homeless, failure of recent motels/hotels in the area, and crime.
10. A letter opposing the request has been received from the Kirtland Community Association.

***RECOMMENDATION - 09EPC 40051, 11/19/2009, Site Development Plan for Building Permit***

**APPROVAL of 09EPC 40051, a site development plan for building permit, for Tract B, Hugh B. Woodward Addn, based on the preceding Findings, and subject to the following Conditions of Approval.**

***CONDITIONS OF APPROVAL - 09EPC 40051, 11/19/2009, Site Development Plan for Building Permit***

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. Additional screen walls that block motel patrons' views to the south shall be placed along half of the windows (furthest south and closest to the residential neighborhood) on the west side of the building, and along all the windows on the east side of the building.

4. The number of spaces required shown on the site development plan for building permit shall be 61.
5. Landscaping:
  - a. The landscape buffer on the east side of the building shall be at least 6'.
  - b. The Desert Willow and New Mexico Olive shall be a minimum of 10'-12' feet in height at the time of planting, per Section 14-16-3-10 (F)(1).
  - c. Evergreen landscaping and/or a wall or berm or a combination thereof is needed to provide proper screening from the headlights that will shine onto Gibson Boulevard, per Section 14-16-3-1(F)(4).
  - d. Planting detail shall read that root collar sets planting depth, not top of rootball.
  - e. Species' of trees shall have maximum height that maintains a 10' clearance from any electric transmission line.
6. The patio shall have seating that complies with Section 14-16-3-18 (C)(3) of the Zoning Code.
7. Conditions required by the Environmental Health Department (EHD), Environmental Services Division:
  - a. Cracks and utility penetrations through the slab shall be sealed with non-hardening caulk.
  - b. Three utility trench venting barriers are required.
  - c. A letter from the owner submitted prior to approval of the Site Development Plan committing to constructing the landfill gas mitigation measures as detailed in the October 29, 2009 report.
  - d. Landfill Gas disclosure statement and signature block be included on the Site Development Plan, Plat, and construction drawings related to the project.
  - e. All plans be provided to EHD to review landfill gas mitigation measures as outlined in the Interim Guidelines.
8. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:

Conditions of approval for the proposed Zone Map Amendment and Site Development Plan for Building Permit shall include:

  - a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
  - b. Access to the site needs to be resolved (see comment I below).

- c. At a minimum, the number and location of site drives will need to meet DPM requirements. In addition, the minimum throat lengths for hotels/motels located on arterials is 75'. It appears that two of the three site drives do not meet this requirement.
- d. Provide minimum curb return radii of 25' at site drives.
- e. Right turn deceleration lanes may be required at site drives. Provide queuing analysis.
- f. Provide location of loading/delivery areas.
- g. The 1:20 scale for the site plan is not correct. Provide correct scale.
- h. Site plan shall comply and be designed per DPM Standards.
- i. Any driveway access proposed along the northern boundary of the site will require the approval of the Transportation Coordinating Committee (TCC) of the Mid-Region Council of Governments (MRCOG) consistent with procedures described in the MRCOG resolution R-05-09.
- j. The existing on-street bicycle lane, adjacent to the site, will remain in place unaffected by the proposed development.

9. Recommended Conditions from Public Service Company of New Mexico:

- a. It is the applicant's obligation to determine if existing utility easements or rights-of-way are located on or adjacent to the property and to abide by any conditions or terms of those easements or agreements.
- b. It is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service regarding this project. Any existing or proposed public utility easements are to be indicated on the site plan utility sheet prior to DRB review. PNM's standard for public utility easements for distribution is 10 feet in width to ensure adequate, safe clearances.
- c. Screening should be designed to allow for access to utility facilities. It is necessary to provide adequate clearance of ten feet surrounding all ground-mounted utilities for safe operation, maintenance and repair purposes.
- d. Coordination with PNM's New Service Delivery Department is necessary to minimize any potential effects from development on existing electric infrastructure which is located along the southern boundary of the site. PNM will review all technical needs, issues and safety clearances for its electric power systems. Any relocation, changes or realignment of existing electric utilities will be the developer's expense.
- e. It is necessary to coordinate with PNM's New Service Delivery Department with the applicant regarding proposed tree species, tree placement and height at maturity, sign location and height, and lighting height in order to ensure sufficient safety clearances and to avoid interference with the existing electric transmission and distribution facilities along the southern boundary of the site. PNM's standard is for trees to be planted outside the PNM easement.
- f. There is an existing electric transmission line combined with a distribution line on the south side of the site. As a condition, PNM requires that the maximum total height of

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parking lot light poles within the electric transmission and distribution line easement does not exceed clearance requirements. The mature height of any trees below the lines is expected to meet the same clearance requirements. It is necessary for the developer to contact PNM's New Service Delivery Department to meet adequate clearances regarding this project.

- g. Building projections in existing and proposed public utility easements should be sited to comply with necessary clearances and to avoid conflicts with utility infrastructure. Projections such as these adjacent to overhead utilities should be carefully sited in order to avoid interference with utility facilities. Coordination with PNM is requested.
- 

***Randall Falkner***  
***Planner***

cc: Tafazzul Hussain, AIA, 2501 Yale Blvd. SE, Suite 102, Albuquerque, NM 87106  
DAC Enterprises, Inc. P.O. Box 16658, Albuquerque, NM 87191  
Isabel Cabrera, Clayton Heights/Lomas Del Cielo N.A., 1720 Buena Vista SE, Albuquerque, NM 87106  
Lee Graham, Clayton Heights/Lomas Del Cielo N.A., P.O. Box 27543, Albuquerque, NM 87125  
Vincent Baty, Kirtland Community Assoc., 1924 Sunshine Terrace SE, Albuquerque, NM 87106  
Barbara Williams, Kirtland Community Assoc., 1401 Alamo SE, Albuquerque, NM 87106

***Attachments***

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## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

### ***PLANNING DEPARTMENT***

#### ***Zoning Code Services***

#### ***Office of Neighborhood Coordination***

Clayton Heights/Lomas Del Cielo NA (R)  
Kirtland Community Assoc. (R)  
No Coalition(s) to notify – siw  
9/8/09 – Recommended for facilitation – swatson  
9/8/09 – Assigned to Tonya Covington – swatson

#### ***Long Range Planning***

Reviewed; no comment

### ***CITY ENGINEER***

#### ***Transportation Development Services***

#### **RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:**

Conditions of approval for the proposed Zone Map Amendment and Site Development Plan for Building Permit shall include:

7. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
8. Access to the site needs to be resolved (see comment I below).
9. At a minimum, the number and location of site drives will need to meet DPM requirements. In addition, the minimum throat lengths for hotels/motels located on arterials is 75'. It appears that two of the three site drives do not meet this requirement.
10. Provide minimum curb return radii of 25' at site drives.
11. Right turn deceleration lanes may be required at site drives. Provide queuing analysis.
12. Provide location of loading/delivery areas.
13. The 1:20 scale for the site plan is not correct. Provide correct scale.
14. Site plan shall comply and be designed per DPM Standards.
15. Any driveway access proposed along the northern boundary of the site will require the approval of the Transportation Coordinating Committee (TCC) of the Mid-Region Council of Governments (MRCOG) consistent with procedures described in the MRCOG resolution R-05-09.

- j. The existing on-street bicycle lane, adjacent to the site, will remain in place unaffected by the proposed development.

**Traffic Engineering Operations**

**Hydrology**

**DEPARTMENT of MUNICIPAL DEVELOPMENT**

**Transportation Planning**

The Engineering Division of the Department of Municipal Development has reviewed the 1965 plat of the subject property. Because the platting of this property occurred prior to the 1986 date on which the limited access policy was approved, the Department of Municipal Development amends their previously submitted comments as follows.

**Project # 1004870 (L-15) Woodward Addn.**

**Transportation Section:**

Reviewed, and no comments regarding on-street bikeways, off-street trails or roadway system facilities.

**WATER UTILITY AUTHORITY**

**Utility Services**

**ENVIRONMENTAL HEALTH DEPARTMENT**

**Air Quality Division**

**Environmental Services Division**

Conditions required by the Environmental Health Department (EHD), Environmental Services Division:

1. Cracks and utility penetrations through the slab shall be sealed with non-hardening caulk.
2. Three utility trench venting barriers are required.
3. A letter from the owner submitted prior to approval of the Site Development Plan committing to constructing the landfill gas mitigation measures as detailed in the October 29, 2009 report.
4. Landfill Gas disclosure statement and signature block be included on the Site Development Plan, Plat, and construction drawings related to the project.
5. All plans be provided to EHD to review landfill gas mitigation measures as outlined in the Interim Guidelines.



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***PARKS AND RECREATION***

***Planning and Design***

Reviewed, no objection. Request does not affect our facilities.

***Open Space Division***

Open Space has no adverse comments

***City Forester***

- In aerial photos... southern border has power lines restricting the tree species mature height. Line presence and height should be confirmed and keep mature tree height at least 10 feet away
- Planting detail should read that root collar sets planting depth not top of rootball
- Water harvesting potential in large islands especially by the compact car sites

***POLICE DEPARTMENT/Planning***

***SOLID WASTE MANAGEMENT DEPARTMENT***

***Refuse Division***

***FIRE DEPARTMENT/Planning***

***TRANSIT DEPARTMENT***

|                            |  |
|----------------------------|--|
| Adjacent and nearby routes | Route #96, Crosstown route, passes the site on Gibson in the eastbound direction.  |
| Adjacent bus stops         | Nearest bus stop is across the street, from the property, on Gibson, for the westbound Crosstown commuter route (#96 route). |
| Site plan requirements     | None.  |
| Large site TDM suggestions | N/A  |
| Other information          | None.  |

***COMMENTS FROM OTHER AGENCIES***

***BERNALILLO COUNTY***

***ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY***

Reviewed, no comment

***ALBUQUERQUE PUBLIC SCHOOLS***

This will have no adverse impacts to the APS district.

***MID-REGION COUNCIL OF GOVERNMENTS***

***MIDDLE RIO GRANDE CONSERVANCY DISTRICT***

***PUBLIC SERVICE COMPANY OF NEW MEXICO***

1. As a condition, it is the applicant's obligation to determine if existing utility easements or rights-of-way are located on or adjacent to the property and to abide by any conditions or terms of those easements or agreements.
2. As a condition, it is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service regarding this project. Any existing or proposed public utility easements are to be indicated on the site plan utility sheet prior to DRB review. PNM's standard for public utility easements for distribution is 10 feet in width to ensure adequate, safe clearances.
3. As a condition, coordination with PNM's New Service Delivery Department is necessary to minimize any potential effects from development on existing electric infrastructure which is located along the southern boundary of the site. PNM will review all technical needs, issues and safety clearances for its electric power systems. Any relocation, changes or realignment of existing electric utilities will be the developer's expense.
4. As a condition, it is necessary to coordinate with PNM's New Service Delivery Department with the applicant regarding proposed tree species, tree placement and height at maturity, sign location and height, and lighting height in order to ensure sufficient safety clearances and to avoid interference with the existing electric transmission and distribution facilities along the southern boundary of the site. PNM's standard is for trees to be planted outside the PNM easement.
5. There is an existing electric transmission line combined with a distribution line on the south side of the site. As a condition, PNM requires that the maximum total height of parking lot light poles within the electric transmission and distribution line easement does not exceed clearance requirements. The mature height of any trees below the lines is expected to meet the same clearance requirements. It is necessary for the developer to contact PNM's New Service Delivery Department to meet adequate clearances regarding this project.

6. Screening should be designed to allow for access to utility facilities. As a condition, it is necessary to provide adequate clearance of ten feet surrounding all ground-mounted utilities for safe operation, maintenance and repair purposes.
7. As a condition, building projections in existing and proposed public utility easements should be sited to comply with necessary clearances and to avoid conflicts with utility infrastructure. Projections such as these adjacent to overhead utilities should be carefully sited in order to avoid interference with utility facilities. Coordination with PNM is requested.